
FOREWARD

The format of this abbreviated Final Environmental Impact Statement (FEIS) is in accordance with 40 CFR 1503.4(c) and is divided into three major sections. Section 1 contains errata to the Draft Environmental Impact Statement (DEIS) along with changes and additions in the project since the DEIS was circulated for comment. Section 2 contains a discussion of the Preferred Alternative, the wetland finding, the floodplain finding, and a list of commitments for mitigative measures. Section 3 includes copies and summaries of comments received from the circulation of the DEIS and from the Public Hearings. To aid the reader, all exhibits from the DEIS that are referenced in the FEIS have been included in Section 4. Appendices A and B contain additional information regarding the Public Hearings, and comments and responses received from the public and federal and state agencies. Appendix C is the Conceptual Wetland Mitigation Plan repeated from the DEIS, and Appendix D contains the last NEPA/404 Merger meeting minutes. Appendix E is the "Draft Section 404(b)(1) Evaluation Report."

Executive Summary

This abbreviated Final Environmental Impact Statement references and summarizes information from the Draft Environmental Impact Statement (DEIS) that has not changed as a result of public and agency review. It focuses on changes in the project, its setting, impacts, technical analysis, and mitigation that have occurred since the DEIS was circulated. This document identifies the Preferred Alternative, explains the basis for its selection, describes coordination efforts, and includes agency and public comments on the DEIS and responses to these comments. It also includes a list of mitigation commitments and required wetland and floodplain findings.

Illinois Route 3 (IL-3) begins at the southern tip of the State of Illinois in Cairo and terminates in Grafton north of Alton. The proposed project for IL-3 focuses on an area that begins at Monsanto Avenue in the Village of Sauget, Illinois and extends north to Broadway Avenue at the approach to the McKinley Bridge in Venice, Illinois. Referred to as the study corridor, this segment of IL-3 connects previously improved four-lane sections of IL-3 that are located at both the northern and southern ends of the corridor.

Within the project area, existing IL-3 is a circuitous 9.8-kilometer (km) (6.1-mile [mi]) road, 5.1 km (3.2 mi) of which are two-lane, which is inadequate to accommodate existing and future traffic demands. Traffic projections indicate that greater than 20,000 vehicles per day would use a new highway by the year 2024. As a result, the purpose of the proposed project is to provide an improved transportation facility for this section of IL-3 as it extends through the communities of Sauget, East St. Louis, former National City, Brooklyn, and Venice in Illinois.

The purpose of the proposed project is supported by several needs. They include the need for increased highway capacity and safety, improved access and traffic distribution to existing Mississippi River crossings, system continuity, and the anticipated need for a connecting approach to the proposed New Mississippi River Bridge (NMRB). The need for the proposed project is a result of limited capacity of the existing facility, roadway deficiencies, necessity for improved safety, improved access, desire for economic development and modal relationships.

Alternatives were evaluated as part of the Major Investment Study (MIS) process, with a No-Action Alternative and a Highway Build Alternative being carried forward in the Environmental Impact Statement (EIS). The Highway Build Alternative was further divided into five alignments that potentially fulfill the purpose and need of providing an improved transportation facility. The preferred alignment ([Exhibit 14](#)), Line D, satisfies the project's purpose and need and has the ability to interchange with the proposed NMRB. It will be a four-lane urban major arterial with an 80 kph (50 mph) design speed. The project length is 8.80 kilometers (5.50 miles) and approximately 80 ha (197 acres) of additional right-of-way will be required.

Affects resulting from the implementation of the proposed alternative include the relocation of 22 residential units, three commercial units, one warehouse, and one place of worship. One neighborhood will be split. Five colonies of the federally threatened decurrent false aster (*Boltonia decurrens*) and approximately 8.47 hectares (21.11 acres) of wetlands will be affected. Mitigation of adverse affects will comply with applicable Federal, State and local requirements and guidelines. Affects to other socially, economically, and environmentally sensitive resources are minimal as a result of the implementation of the proposed project.

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LIST OF ABBREVIATIONS

ac	acre
ADT	Average Daily Traffic
AIBI	Alternate Index of Biotic Integrity
AICP	American Institute of Certified Planners
ASLA	American Society of Landscape Architects
B.S.	Bachelor of Science
C.E.P.	Certified Environmental Professional
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulation
CN&W	Chicago Norfolk and Western
CO	carbon monoxide
CWS	Certified Wetland Scientist
dBA	decibel (A-weighted)
dbh	diameter at breast height
DEIS	Draft Environmental Impact Statement
DPESA	Draft Preliminary Environmental Site Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EWGCC	East-West Gateway Coordinating Council
FAI	Federal Aid Interstate
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FQI	Floristic Quality Index
ft	feet
FTA	Federal Transit Administration
FWS	United States Fish and Wildlife Service
FY	fiscal year
GIS	Geographical Information System
GWM	groundwater monitoring
ha	hectare
HWDMs	Hazardous Waste Data Management System
HAL	High Accident Location
Hz	Hertz
I	Interstate
IDOA	Illinois Department of Agriculture
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
IL	Illinois
IL-3	Illinois Route 3
INHS	Illinois Natural History Survey
ISGS	Illinois State Geological Survey
JNEM	Jefferson National Expansion Memorial
km	kilometer
kph	kilometer per hour
Leq	Noise Level (L) Energy Equivalent (eq)
LOS	Level Of Service

m	meter
M.A.	Master of Arts
mi	mile
MIS	Major Investment Study
MLK	Martin Luther King
mph	miles per hour
MPO	Metropolitan Planning Organization
MO	Missouri
MoDOT	Missouri Department of Transportation
M.S.	Master of Science
msl	mean sea level
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NMRB	New Mississippi River Bridge
NO ₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSRR	Norfolk and Southern Railroad
N&W	Norfolk and Western
NWI	National Wetland Inventory
O ₃	Ozone
OSHA	Occupational Safety and Health Agency
PCB	polychlorinated biphenyl
P.E.	Professional Engineer
PESA	Preliminary Environmental Site Assessment
PhD	Doctorate of Philosophy
PM _{2.5}	particulate matter 2.5 micrometers in diameter or smaller
PM ₁₀	particulate matter 10 micrometers in diameter or smaller
PNAs	polynuclear aromatics
ppm	parts per million
PSI	Particulate Standard Index
RCRA	Resource Conservation and Recovery Act
SIA	Statewide Implementation Agreement
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SPL	sound pressure level
SPLP	Synthetic Precipitation Leachate Procedures
SVOC	semi-volatile organic compounds
TACO	Tiered Approach to Cleanup Objectives
TAZs	Transportation Analysis Zones
TCLP	Toxic Characteristics Leachate Procedure
TIF	Tax Increment Financing
TIP	Transportation Improvement Program
TRRA	Terminal Rail Road Association
TSM	Transportation Systems Management
µg/m ³	micrograms per meter cubed
U.S.	United States
USACE	United States Army Corps of Engineers

USDHS	United States Department of Health and Human Services
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
U.S.C.	United States Code
VOCs	Volatile Organic Compounds

1.0 DEIS ERRATA AND ADDITIONS

The proposed action is the improvement of Illinois Route 3 (IL-3) in Madison and St. Clair Counties. The project will replace the two-lane route with a four-lane urban arterial. The impacts of this proposed action were documented in a Draft Environmental Impact Statement (DEIS), which was circulated in late February and March 2000. This section documents corrections and additions to the DEIS based on public and agency comments, as well as changes in the project, its setting, impacts, technical analysis, and mitigation that have occurred since the DEIS was circulated.

1.1 Errata

The following corrections are made to the DEIS Text.

1. Page ES-1, second paragraph, first sentence – change this sentence to read: ***“Within the project area existing Illinois Route 3 is a circuitous 9.8 kilometer (km) (6.1 mile [mi]) road, 5.1 km (3.2 mi) of which are two lane, which is inadequate to accommodate existing and future traffic demands.”***
2. Page ES-1, fourth paragraph, third sentence – change this sentence to read: ***“The preferred alignment (Exhibit 14), Line D, satisfies the project’s purpose and need and has the ability to interchange with the proposed NMRB.”*** (see [Exhibit 14](#) in this document).
3. Page ES-1, fourth paragraph, fifth sentence – change this sentence to read: ***“The project length is 8.80 kilometers (5.50 miles) and approximately 80 ha (197 acres) of additional right-of-way will be required.”***
4. Page ES-2, first paragraph, third sentence – change this sentence to read: ***“Five colonies of the federally threatened decurrent false aster (*Boltonia decurrens*) and approximately 8.47 hectares (21.11 acres) of wetlands will be affected.”***
5. Page 1-1, second paragraph, first sentence – change this sentence to read: ***“Within the project area existing Illinois Route 3 is a circuitous 9.8 kilometer (km) (6.1 mile [mi]) road, 5.1 km (3.2 mi) of which are two lane, which is inadequate to accommodate existing and future traffic demands (Exhibit 1).”***
6. Page 2-1, second paragraph under Section 2.1.1, fifth and sixth sentences – remove these sentences and replace them with the following: ***“Subsequently, the area of the former National City has been annexed by Fairmont City and Madison.”***
7. Page 2-17, first paragraph, first sentence – revise the sentence to read as follows: ***“Tax Increment Financing (TIF) districts have been established within the study corridor by the communities of Sauget, East St. Louis, and Venice (Exhibit 4).”***
This removes a reference to a TIF district in Brooklyn. [Exhibit 4](#) has also been revised to eliminate the TIF for Brooklyn.
8. Page 2-18, third sentence under Section 2.3, Cultural Resources – remove the following sentence: ***“The Terminal Railroad Roundhouse, located east of Brooklyn on Eagle Park Drive, is likely eligible for inclusion on the National Register (Fortier and Boone, 1997).”***

9. Page 3-1, first paragraph, fourth sentence – change this sentence to read: “***Within the study corridor, the existing Illinois Route 3 is a circuitous 9.8 km (6.1 mi) road, 5.1 km (3.2 km) of which are two lanes, which is inadequate to accommodate existing and future traffic demands.***”
10. Page 4-6, Section b. East St. Louis, first paragraph, first sentence – the opening phrase should be changed to read: “***Exhibit 15 (1 of 6) shows the location of two vacant residences, ...***”
11. Page 4-6, Section b. East St. Louis, second paragraph, first sentence – the opening phrase should be changed to read: “***Exhibit 15 (3 of 6) shows the location of two vacant residences, ...***”
12. Page 4-30, Section e. Wetland Replacement, fifth sentence – change “(State Aid Route 36)” to: “***(State Aid Route 35)***”.
13. Page 4-39, Section 4.6.3.a. Federally-Listed Species, first sentence – change “a federally-listed endangered species...” to “***a federally-listed threatened species...***”
14. Page 4-58, Section 4.16.1 Wetlands, first paragraph, second sentence – change “33.68 ha (83.14 ac)” to “***30.68 ha (76.35 ac)***”
15. Page 4-58, Section 4.16.1 Wetlands, second paragraph, first sentence – change “(State Aid Route 36)” to: “***(State Aid Route 35)***”.
16. Page 4-59, Section 4.16.1 Wetlands, third paragraph, fourth sentence – change “33.68 ha (83.14 ac)” to “***30.68 ha (76.35 ac)***”.
17. Exhibit B – Remove the TIF District from Brooklyn and remove the designation from the Legend.

1.2 Additions

This section presents additions to the DEIS text based in part on the responses to comments on the DEIS.

1.2.1 DEIS Section 2, Affected Environment; 2.4.4, Seismic Risk

Since the Route 3 Relocation project is located in an area of moderate earthquake risk, the roadway and structures will be designed according to Illinois Department of Transportation standards to resist seismically induced ground shaking. If the seismic risk presented in Section 2.4.4 of the DEIS yield unacceptable deformations, a more sophisticated

liquefaction analysis, including liquefaction potential mitigation measures, will be performed during the design phase of the project.

1.2.2 DEIS Section 3, Alternatives; 3.3.2 Build Alternatives

Based on conclusions made in the MIS, alternatives evaluated in the DEIS included a No-Action Alternative and a highway build alternative. Five alignments were examined for the highway build alternative. The five alignments were a Front Street alignment and Lines A, B, C and D ([Exhibit 12](#)). For all alignments, the termini are the same, so as to insure a connection to existing four-lane sections of existing Illinois Route 3. Consequently, all provide varying levels of system continuity. All alignments considered are four-lane urban arterial highways. Consequently, all provide increased capacity. All alignments meet current design criteria, thereby eliminating deficiencies and increasing safety. The Preferred Alternative, Line D, would increase safety by improving road geometry, controlling access, increasing road capacity, and reducing the number of at-grade rail crossings.

The Preferred Alternative, will consist of a multi-lane highway on new location to replace the existing route. It will be classified as an urban major arterial with an 80 kph (50 mph) design speed. The project length is 8.8 k (5.5 mi) and approximately 80 ha (197 acres) of new right-of-way will be required. The preferred alignment is shown in [Exhibit 14](#).

The Preferred Alternative will have at grade railroad crossings with three low-volume siding tracks between the MacArthur Bridge and north of Trendley Avenue. It will require the construction of seven grade separations for highways and/or railroads. They include:

- the north railroad approach to the MacArthur Bridge,
- MetroLink and River Park Drive,
- “Q” Corridor,
- relocated Cahokia Canal,
- relocated NS railroad track east of Brooklyn,
- N&W/UP/TRRA railroad tracks east of Brooklyn, and
- TRRA fly-over track in Venice.

Existing grade separations will be utilized at the following locations:

- east railroad approach and the closed roadway approach to the MacArthur Bridge,
- Poplar Street Bridge approaches,
- closed roadway approach to the MacArthur Bridge,
- approach to the Martin Luther King Bridge, and
- Venice subway.

As part of the proposed NMRB project, two additional grade separations will be constructed over the preferred alignment.

Intersections will be provided at the following locations:

- Trendley Avenue,
- River Park Drive,

- Missouri Avenue,
- existing Illinois Route 3 and Exchange Avenue in the former National City,
- Eagle Park Drive,
- an extension of Kerr Street in Venice, and
- Broadway and Second Streets in Venice.

Additional points of access may be provided in the future for development that may occur.

The alignment of existing Illinois Route 3 at the south end access to Poplar Street Bridge ramps will be shifted slightly, and the existing intersections at the McKinley Bridge approach and Broadway will be reconstructed. An abandoned rail approach to the McKinley Bridge will be partially removed.

1.2.3 DEIS Section 4, Environmental Consequences; 4.1.1, Access and Community Cohesion

Section d., Village of Brooklyn

Directional signing will be provided along the proposed IL-3 route, including signing to the Village of Brooklyn and other communities along the corridor. Signing will be in accordance with IDOT's signing policy.

Section e., City of Venice

During the Public Hearings, concern was expressed that an area of the City of Venice bounded by IL-3 to the north and east, the Norfolk Southern rail line to the west, and Ashbrook Street to the south would have only one convenient access point to go north or east. Residents were also concerned that should something block the access at IL-3, Broadway, and 2nd Street emergency vehicles could not get into the community. The neighborhood is best illustrated on the map shown in [Exhibit 15 \(6 of 6\)](#).

To alleviate this potential problem, IDOT is working with the City of Venice's elected officials to identify another access point to this area. Three alternatives have been identified. The alternatives are illustrated in [Exhibit 20F](#) and described below.

1. Extend Kerr Street to the east of IL-3 approximately 400 feet and extend Klein Street south approximately 800 feet to intersect with Kerr.
2. Extend Granville Street east across 4th Street, with an at-grade intersection with IL-3, across IL-3 connecting with Fillmore Avenue and Klein Street.
3. Provide an at-grade, right-turn-only, intersection with the northbound travel lanes of IL-3 and 4th Street. Traffic from the neighborhood would turn left onto IL-3 at currently proposed Kerr Street intersection and exit at 4th Street.

All of these alternatives would provide convenient alternate access to eastern Venice. Access to IL-3 north of Venice would be by way of Klein to Bissell and Bissell to IL-3.

No access to IL-3 from 3rd Street, 4th Street (old IL-3), Hampden Street, and the alley between 3rd and 4th Streets will be allowed. This is necessary primarily for safety concerns. All of these intersections would be at sharp angles, reducing visibility and greatly increasing

the risk of accidents from automobiles trying to enter onto IL-3 from these roads. Old IL-3 from Venice south will remain open and accessible.

The Madison County Transit System, which operates bus service to points in the City of Venice, including the Venice Lincoln Technical Center on 4th Street (current IL-3) has been involved in the planning process for this project. The changes in access associated with the new route will undoubtedly affect bus routes and schedules. The proposed new road and additional access discussed above should result in minimal negative impact to local transit service.

1.2.4 DEIS Section 4, Environmental Consequences; 4.1.2, Displacements; e., City of Venice; and 4.1.3, Environmental Justice

Consideration will be given, on a case-by-case basis to purchasing residences that are adjacent to the new IL-3 corridor in Venice, if requested by the residents. This is in response to concerns that the new road posed a safety hazard to children who were use to playing in yards adjoining low-volume residential streets.

Coordination is ongoing with the City of Venice to reach an agreement regarding the choice of access alternatives. A meeting was held with the city of Venice on May 30, 2001, to discuss comments received at the Public Hearing. Some of the issues discussed were access to existing and proposed IL-3 and pedestrian safety. Coordination will continue with the city of Venice to resolve their concerns. Any additional environmental impacts associated with access alternatives will be evaluated.

1.2.5 DEIS Section 4, Environmental Consequences; 4.1.4, Economic Impacts

Economic Development Funding

One commenter raised a concern over the loss of economic development money tied to communities or neighborhoods located along designated "historic" roads, such as the Great River Road. The routing of the Great River Road is determined by the Mississippi River Parkway Commission. The general intent of the routing is to locate the Great River Route along roads that are adjacent to natural attractions and cultural features that have historic ties to the Mississippi River.

Because the Great River Route is not specifically tied to any particular state or federal-aid route, any economic development funding that would be tied to that designated route would not be lost if the IL-3 designation was rerouted from local streets onto the new road.

b. Property Tax Impacts

The proposed project will be funded from state and federal transportation funds. These funds are raised through gasoline taxes. The proposed project will not receive any funding from the local communities or counties nor will the local communities or counties be taxed separately for this project.

c. Public and Private Services and Facilities; Parks and Recreation

No right-of-way or easement will be needed from Lee Park and, therefore, Section 4(f) does not apply. There are no Land and Water Conservation funds associated with Lee Park.

1.2.6 DEIS Section 4, Environmental Consequences; 4.1.5, Land Use and Local Planning; a., Land Use and Development

Alignment Between the Poplar Street and Eads Bridges

A comment to the DEIS raised a concern about the current proposed alignment and suggested moving the road and railroad corridors closer to I-64. The suggestion was that this shift would create a larger rectangular parcel that could be more readily developed. The commenter suggested that the area could be developed as a new residential community or secondary downtown for East St. Louis.

There are several obstacles that make this recommendation impractical. First and foremost is that the recommendation would not work if both IL-3 and the railroad were moved. The cost of moving the railroad would be prohibitive and the realignment of the railroad tracks would result in substantial social and economic impacts to an adjoining East St. Louis residential community located adjacent to I-64, midway between the two bridges (see [Exhibit 5](#)). Other issues that would have to be resolved include special waste sites located along the I-64 corridor and engineering design issues associated with traversing the ramps onto I-64.

The tracts of land west and east of the proposed alignment for IL-3 are large enough to allow for development. The proposed location of the corridor would afford better access for the entire area between the Poplar Street and Eads Bridges.

Gateway Fountain

Coordination with the Gateway Center of Metropolitan St. Louis has been conducted to minimize impacts to the Gateway Fountain. Three coordination meetings were held with Gateway Center of Metropolitan St. Louis in 1992. A field review at Gateway Fountain was conducted in June 1995. IDOT prepared a letter in April 1998, responding to questions raised during a telephone conversation with Judy Hinrichs, Executive Director, Gateway Arch Park Expansion (see Appendix B).

Coordination will be necessary between IDOT and the Gateway Center to develop conditions under which the fountain can operate and not be a hazard to motorists using the relocated IL-3. These conditions could include restrictions on fountain use during winds of a certain velocity or air and ground temperature along the road (to avoid the formation of ice or fog).

Access to the Village of Brooklyn

One commenter to the DEIS suggested not bypassing the Village of Brooklyn. They felt that this would make it a “dead town.” A second commenter suggested that more than two outlets are needed and that the outlets shown are too far apart.

Three alignments were considered past Brooklyn, Lines A, C, and D (the Preferred Alternative). Line A would have shifted IL-3 to the west side of the north/south rail line. Line C would have kept IL-3 close to its current location, and Line D shifts the alignment to the east of Brooklyn. The Preferred Alternative will probably provide the greatest access and opportunity for development of any of the alternatives.

Line A would have shifted traffic and access further from the town and would have created a barrier, the railroad corridor, between Brooklyn and IL-3. Line C would have kept the traffic patterns similar to what they are now. Neither of these alternatives would have provided ready access to the proposed New Mississippi River Bridge. The Preferred Alternative provides access to Brooklyn from old IL-3 as well as access via the exit at Bend Road (Eagle Park Drive). The alternative will provide easy access between Brooklyn and St. Louis via the proposed New Mississippi River Bridge. This access would provide the potential for economic development of Brooklyn and the surrounding area.

1.2.7 DEIS Section 4, Environmental Consequences

Section 4.3, Cultural Resources

Appendix B of the DEIS contains agency correspondence relevant to the project. Included in this correspondence is a letter from the Illinois Historic Preservation Agency dated July 15, 1994. A comment from the Federal Transit Administration requested clarification of how this letter related to the Preferred Alternative. This letter concurs with the cultural resources findings as related to Alternative C.

Between Sauget and National City, the alignments for Alternates C and D are the same. In addition, the alignment for Alternate D through the City of Venice is the same as one of the sub-corridors for Alternate D. The alignment for the proposed New Mississippi River Bridge covers the area between National City and Brooklyn. Between Brooklyn and Venice, the ROW goes through undeveloped land.

Section 4.5.1, Surface Water Resources

The Cahokia Canal will be relocated around the interchange as part of the proposed New Mississippi River Bridge project. About 3,070 feet of Cahokia Canal will be relocated to the south around the proposed interchange, and about 380 feet of box culvert along the existing canal will also be removed to effect the relocation. The length of the channel's new relocation section will be about 3,280 feet. The middle part of the relocated canal will be excavated while the flow in the existing canal is maintained. Bridges or box culverts will be constructed to allow relocated IL-3, the TRRA railroad, and stockyards redevelopment property access across the canal. The size of these structures will be developed during final design for the NMRB, but no change in the channel's hydraulic characteristics will be made. When all construction along the central portion is complete, the ends will be excavated to allow the water to drain through the new canal. As a result, the construction of IL-3 will not impact the Cahokia Canal.

Section 4.5.2, Wetland Resources

The DEIS identifies direct impacts to 20 wetland sites by the preferred alignment for a total loss of 8.47 ha (21.11 ac). The wetland impacts are associated with the construction of the preferred alignment and associated highway runoff retention areas.

Subsequent to the publication of the DEIS it was determined that the majority of the detention basins designed to control runoff from the highway would not function as designed. The drainage for the IL-3 project will be designed as part of final design.

Seven of the 20 wetlands identified in the DEIS as being impacted by the Preferred Alternative would have been at least partially impacted by the detention basins. Because

the detention basins are currently no longer part of the design, the total wetland impacts are reduced. Table 1-1 shows the wetlands identified in the DEIS as being impacted by the project, with those wetlands identified as being impacted by detention basins in bold type.

Table 1-2 summarizes the wetland mitigation for the project, with those wetlands previously impacted by the retention basins in bold type. Upon completion of the final design, IDOT will reassess the total area of wetland impacts. Wetland mitigation will be in accordance with the Conceptual Wetland Compensation Plan approved by the Illinois Department of Natural Resources (see Appendix C of the DEIS). If a shortfall in mitigation area still exists, these impacts will be mitigated as described in the DEIS.

This information was presented to the NEPA/404 Merger Team at a meeting held March 22, 2001. At that meeting, the Merger Team concurred with the selection of the Preferred Alternative and the concept of finalizing the wetland mitigation upon completion of the final design. The Minutes from this meeting are in Appendix D of this document.

Section 4.6.3, Threatened and Endangered Species; a., Federally Listed Species

The U. S. Fish and Wildlife Service (FWS), in their letter dated November 7, 1994, stipulates that no tree felling should occur between May 1 and August 31 to provide protection for the federally endangered Indiana bat (*Myotis sodalis*). As part of the construction bid package and final design drawings, the contractor will be restricted from removing any trees between these dates, and the project will be schedule to avoid these dates. Should scheduling necessitate tree cutting within these dates, IDOT will consult with FWS. If necessary, additional surveys can be conducted to determine if Indiana bat are utilizing the area to be cleared.

1.2.8 Section 5, Coordination

Section 5.1 Scoping Process and Cooperating Agencies

In February 1994, a meeting was held to discuss alternatives for the proposed widening of IL-3. Attendees included the following agencies attended:

- IDOT
- FHWA
- Madison County Transit District
- St. Clair County Transit District
- East-West Gateway Coordinating Council
- Bi-State Development Agency
- Booker Associates (now Parsons Brinckerhoff)

Table 1-1. Wetlands Impacted by the Proposed Project (modified from DEIS Table 4.3)¹.

Wetland (Keyed to Exhibit 7)	NWI Classification	Plant Community	Wetland Size ²		Area Impacted ²		Function Lost
			Hectares	Acres	Hectares	Acres	
21/23³	PEMC/PUBFxPSS1C	Pond / Marsh	2.60	6.50	1.68	4.15	Flood Storage, Wildlife Habitat
29	PSS1/PEMC	Wet Shrubland	2.00	4.90	0.90	2.20	Flood Storage
34	PUBGx	Pond	1.70	4.30	0.28	0.70	Flood Storage, Wildlife Habitat, Loss of Foraging Habitat, Black Crowned Night Heron, Little Blue Heron
41	PEMC	Wet Meadow	1.50	3.60	0.53	1.31	Flood Storage, Wildlife Habitat
1C	PEMC	Wet Meadow	0.10	0.25	0.10	0.25	Flood Storage
2C	PEMC (FW) ⁴	Farmed Wetland	0.60	1.50	0.08	0.20	Flood Storage, Wildlife Habitat
5C	ND ⁵	Wet Meadow	0.50	1.25	0.50	1.25	Flood Storage, Wildlife Habitat, Decurrent False Aster
6C	PEMC	Wet Shrubland	0.80	2.00	0.08	0.20	Flood Storage, Wildlife Habitat, Decurrent False Aster
7C	ND ⁵	Wet Shrubland	1.40	3.40	0.30	0.75	Flood Storage, Wildlife Habitat
10C	PEMCx	Pond	0.80	2.00	0.77	1.91	Flood Storage, Wildlife Habitat
11C	PUBGx	Wet Meadow	0.90	2.30	0.23	0.56	Flood Storage, Wildlife Habit
14C	PEMCx	Wet Meadow	0.40	1.00	0.40	1.00	Flood Storage, Wildlife Habitat
15C	PUBGx	Wet Meadow	0.30	0.80	0.30	0.75	Flood Storage, Wildlife Habitat
16C	PUBGx	Wet Meadow	0.20	0.50	0.20	0.50	Flood Storage, Wildlife Habitat
17C	PEMA	Wet Meadow	0.04	0.10	0.04	0.10	Flood Storage, Wildlife Habitat
19C	PEMA	Wet Meadow	0.20	0.50	0.20	0.50	Flood Storage, Wildlife Habitat
20C	PEMC/PSS1C	Pond	0.30	0.75	0.30	0.75	Flood Storage
21C	PUBGx	Pond	2.50	6.20	0.94	2.33	Wildlife Habitat
22C	PEMC	Wet Shrubland	0.04	0.10	0.04	0.10	Flood Storage, Wildlife Habitat
Wetland Site X	FW⁴	Forested Wetland	0.60	1.60	0.60	1.60	Wildlife Habitat
Total			17.48	43.55	8.47	21.11	

¹Wetlands 21/23, 29, 34, 19C, 20C, 21C, and Site X, highlighted with bold text, are wetlands that were identified in the DEIS as being impacted in total or in part by retention basins. The removal of these retention basins have resulted in no impacts or reduced impacts to these wetlands. A final determination of total wetland impacts will be made after final design.

²Rounded to nearest 0.05

³21/23 are counted as co-located sites

⁴Farmed wetland as identified by the NRCS

⁵Not depicted on NWI maps.

Table 1-2. Application of wetland mitigation ratios to impacted wetlands for Illinois Route 3 (modified from DEIS Table 4.4).

Wetland Site	Wetland Type	Hectares (Acres) ¹ Impacted	Off-Site Replacement	
			Ratio Applied	Replacement Hectares (Acres) ²
21/23⁵	PEMC/PUBFx/PSS1C	01.68 (4.15)	2.0	3.36 (8.30)
29	PSS1/PEMC	0.90 (2.20)	4.0	3.60 (8.80)
34	PUBGx	0.28 (0.70)	4.0	1.12 (2.78)
41	PEMC	0.53 (1.31)	4.0	2.12 (5.23)
1C	PEMC	0.10 (0.25)	2.0	0.20 (0.55)
2C	PEMC (FW ³)	0.08 (0.20)	2.0	0.16 (0.40)
5C	ND ⁴	0.50 (1.25)	5.5	2.78 (6.87)
6C	PEMC	0.08 (0.20)	5.5	0.45 (1.10)
7C	ND ⁴	0.30 (0.75)	4.0	1.20 (2.95)
10C	PEMCx	0.77 (1.91)	4.0	3.08 (7.61)
11C	PUBGx	0.23 (0.56)	4.0	0.92 (2.27)
14C	PEMCx	0.40 (1.00)	4.0	1.62 (4.00)
15C	PUBGx	0.30 (0.75)	4.0	1.20 (2.95)
16C	PUBGx	0.20 (0.50)	4.0	0.80 (2.00)
17C	PEMA	0.04 (0.10)	2.0	0.08 (0.20)
19C	PEMA	0.20 (0.50)	4.0	0.80 (2.00)
20C	PEMC/PSS1C	0.30 (0.75)	4.0	1.20 (2.95)
21C	PUBGx	0.94 (2.33)	4.0	3.76 (9.29)
22C	PEMC	0.04 (0.10)	2.0	0.08 (0.20)
X	FW³	0.60 (1.60)	4.0	2.40 (5.90)
Totals		8.47 (21.11)		30.93 (76.35)

¹Wetlands 21/23, 29, 34, 19C, 20C, 21C, and Site X, highlighted with bold text, are wetlands that were identified in the DEIS as being impacted in total or in part by retention basins. The removal of these retention basins have resulted in no impacts or reduced impacts to these wetlands. A final determination of total wetland impacts will be made after final design.

²Rounded to nearest 0.05

³FW=Farmed Wetland as identified by the NRCS

⁴ND = Not Depicted on NWI Maps

⁵21/23 is counted as co-located sites.

The Federal Transit Administration was also invited to the meeting, but was unable to attend.

Coordination with the Gateway Center of Metropolitan St. Louis has been conducted since early in the project to minimize impacts to the Gateway Fountain. Three coordination meetings were held with Gateway Center of Metropolitan St. Louis in 1992. A field review at Gateway Fountain was conducted in June 1995. IDOT prepared a letter in April, 1998, responding to questions raised during a telephone conversation with Judy Hinrichs, Executive Director, Gateway Arch Park Expansion (see Appendix B).

Additional coordination will be necessary between IDOT and the Gateway Center to develop conditions under which the fountain can operate and not be a hazard to motorists using the relocated IL-3. These conditions could include restrictions on fountain use during winds of a certain velocity or air and ground temperature along the road (to avoid the formation of ice or fog).

Section 5.4 NEPA/404 Merger

Three NEPA/404 Merger meetings have occurred for the proposed project. The last meeting was held March 22, 2001. At that meeting concurrence was reached on the selection of the Preferred Alternative for the proposed project (see Appendix D).

1.2.9 DEIS Section 7, List of Recipients

The following list revises the List of Recipients found in Section 7 of the DEIS. These same organizations will receive copies of the FEIS:

Federal Agencies

Advisory Council on Historic Preservation
Department of Agriculture
Department of Commerce
Department of Health and Human Services
Department of Interior
Department of the Army, Corps of Engineers
Environmental Protection agency, Region V, Office of Environmental Review (Chicago)
Environmental Protection Agency, Washington, DC
Federal Aviation Administration
Federal Railroad Administration
Federal Transit Administration, Region VII
Natural Resources Conservation Service

State Agencies

Illinois Archaeological Survey
Illinois Bureau of the Budget
Illinois Commerce Commission
Illinois Department of Agriculture
Illinois Department of Commerce and Community Affairs
Illinois Department of Corrections

Illinois Department of Natural Resources
Office of Realty and Environmental Assessment
Office of Mines and Minerals
Office of Water Resources (IDOT)
Illinois Department of Public Health
Illinois Division of Aeronautics (IDOT)
Illinois Environmental Protection Agency
Illinois Geological Survey
Illinois Historic Preservation Agency
Illinois Natural History Survey
Illinois State Clearinghouse
Illinois State Library
Illinois State Water Survey

Local Governments and Agencies

Bi-State Development Agency
City of East St. Louis
City of Fairmont City
City of Madison
City of Venice
Madison County Board
Madison County Highway Department
Madison County Housing Authority
Madison County Community Development
St. Clair County Board
St. Clair County Highway Department
St. Clair County Housing Authority
Township of East St. Louis
Township of Stites
Township of Venice
Village of Brooklyn
Village of Cahokia
Village of Sauget

Metropolitan Planning Organizations

East-West Gateway Coordinating Council

Public School Districts

Brooklyn Community School District No. 188
Cahokia School District No. 187 (includes Sauget)
East St. Louis School District No. 189
Madison Community Unit School District No. 12
Venice Community Unit School District No. 3

Other

Illinois Farm Bureau
River Bend Growth Association
Southwest Regional Port District

Southwestern Illinois Development Authority
Southwestern Illinois Leadership Council
Southwestern Illinois Metropolitan and Regional Planning Authority

1.2.10 DEIS Section 8 – List of Preparers

The following list revises the List of Preparers found in Section 8 of the DEIS.

The persons listed below were responsible for preparing the Draft and Final Environmental Impact Statements, technical reports, or background studies.

<u>Name</u>	<u>Qualifications</u>	<u>Primary Responsibilities</u>
<i>FEDERAL HIGHWAY ADMINISTRATION</i>		
Peter Hartman	Engineering Team Leader, FHWA Illinois Division Office	FHWA Review
Jon-Paul Kohler	Environmental Engineer, FHWA Illinois Division Office	FHWA Review
Don R. Keith	Right-of-Way Officer, FHWA Illinois Division Office	FHWA Review Division Office
Kevin Ward	Transportation Engineer, FHWA Illinois Division Office	FHWA Review
Traci Baker	Civil Rights Specialist FHWA Illinois Division Office	FHWA Review
Gerald Varney	Transportation Engineer FHWA Illinois Division Office	FHWA Review
<i>IDOT CENTRAL OFFICE Bureau of Design and Environment</i>		
Kathleen S. Ames	M.S., Environmental Engineering; B.A., Biology; IDOT, 1973 to present	General Content and Impact Review
Tom Brooks	M.A., Landscape Architecture; B.S., Forestry; IDOT 1994 to present	Wetland Resource Coordination, Analysis and Review
Michael Bruns	B.S., Thermal and Environmental Engineering; IDOT 1972 to present	Noise Analysis Review
Susan Dees	B.S., Zoology; IDOT 1994 to present	Natural Resources Coordination, Analysis, and Review

Jerome Jacobson	Ph.D., Archaeology; M.A., Anthropology; B.S.S., English; IDOT, 1984 to present	Historic Preservation Coordination, Analysis, and Review
Amy Karhliker	B.A., Anthropology; IDOT, 1996 to present	Wetland Resource Coordination, Water Quality, and Section 404 permit Review.
Richard J. Nowack	B.S., Biology; Registered Professional Landscape Architect; IDOT, 1975 to present	Natural Resources Coordination, Analysis, and Review
Charles Perino	Ph.D. Plant Taxonomy; M.S., Plant Taxonomy; B.S., Geology; IDOT, 1982 to present	Water Quality, and Wetland Resources Coordination, Analysis, and Review
John Rowley	B.S., Agriculture; B.S., Education; IDOT 1983 to Present	Agriculture Analysis and Review
Barbara H. Stevens	M.A., Economics; IDOT, 1979 to present	Project Coordination and Management, Socio-Economic Review
John A. Walthall	Ph.D., Archaeology; M.A Anthropology; B.A., Anthropology; IDOT 1978 to present	Archaeological Coordination, Analysis, and Review
John R. Washburn	M.A., Environmental Studies; B.A., and B.S., Geology; IDOT, 1968 to present	Hazardous Waste, Geology, and Hydro- Geology Analysis and Analysis and Review
Walt Zyznieuski	M.A., Environmental Studies; IDOT, 1994 to present	Air Quality Impact Analysis and Review
IDOT DISTRICT 8	Bureau of Program Development	
Thomas L. Siekmann	B.S., Engineering; P.E.; IDOT 1970 to present	IDOT Review & Coordination; Project Management
John L. Puricelli	B.A., Anthropology; M.S., Environmental Studies; IDOT 1979 to present	IDOT Review & Coordination; Project Management

Ronald R. Hicks	B.S., Engineering; P.E.; IDOT 1967 to 2000	IDOT Review & Coordination; Project Management
Marsia Geldert-Murphey	M.S., Engineering; P.E.; IDOT 1992 to present	Special Waste Research, Evaluation
Karen Botz	B.S., Engineering; IDOT 1992 to present	IDOT Review & Coordination; Project Management
Jane Farrington	B.S., Psychology; M.S., Environmental Studies IDOT 1997 to present	IDOT Review & Coordination; Project Management
Joseph Monroe	M.S., Civil Engineering; B.S., Civil Engineering;	Geotechnical Investigation Engineer
Dana Coughlin	B.S., Civil Engineering;	Geotechnical Investigation Engineer
Bridgett Calhoun	M.S. Environmental Studies B.S. Environmental Biology IDOT 1998- Present	IDOT Review & Coordination; Project Management

Parsons Brinckerhoff Quade & Douglas, Inc.

Ronald Shimizu	M.S., Civil Engineering, P.E. B.S., Civil Engineering PB 1997 to Present	Project Manager
Mark Henderson	B.S. Civil Engineering, P.E. PB 1998 to Present	Deputy Project Manager Project Engineer
Douglas L. Smith	B.S., Forest Service; M.S., Forest Ecology; PB 1998 to Present	Environmental Lead, Document Review
Terrence M. Beiter	B.S., Urban Geography and Socio-economics; M.S., City & Regional Planning; PB 1983 to present	Environmental Lead (1997 – 2000)
John J. Hicks, AICP, CWS	B.S., Agriculture; M.S., Landscape Architecture; PB 1987 to 2000	Deputy Environmental Lead, Document Review
Jess M. Usery, AICP	B.A., Political Science; M.S., Environmental Studies; PB 1989 to 2000	Social and Economic Research and Evaluation

Thomas J. Quirk	B.S., Engineering; PB 1994 to 1999	Noise Analysis
Howard S. Horwitz	B.A., Environmental Studies; M.A., Urban and Regional Planning; PB 1995 to 2000	Environmental Research and Evaluation
Thomas Underwood	B.S., Sociology; M.S., Environmental Science; PB 1997 to 1999	Technical Research
Paul Shetley, PG	B.S., Earth Science /Biology; M.S., Environmental Studies; PB 1998 to 1999	Technical Research Assistant Technical Author, Wetlands Biological Resources
T. Joseph Marking, AICP	B.A., Geography; M.S., City and Regional Planning; PB 1991 to present	Contributing Author Socio-Economic Issues
John M. Page, AICP, CEP	B.S., Urban Planning; Master of Urban Planning; PB 1988 to Present	Senior Technical Advisor Socio-economics Peer Review

2.0 PREFERRED ALTERNATIVE

The following paragraphs describe the preferred alignment for the Illinois Route 3 (IL-3) project and the reasons for selection. The Preferred Alternative is shown in [Exhibit 14](#). A description of the alternatives considered and the reasons they were dropped is provided in Section 3 of the DEIS.

2.1 Description of Preferred Alternative

The DEIS discusses five alignment alternatives, The Front Street Alternative, Line A, Line B, Line C, and Line D. Line D is the Locally Preferred Alternative. This alignment consists of a multi-lane highway at a new location to replace the existing outmoded two-lane highway. It will be classified as an urban major arterial with an 80 kph (50 mph) design speed. The project length is 8.8 k (5.5 mi) and approximately 80 ha (197 ac) of new right-of-way will be required. The preferred alignment is shown on [Exhibit 14](#).

In the southern half of the corridor, this alignment is the same as Line B and Line C. The project begins in Sauget, turning northeast from the current alignment and tying into the “Q” Corridor, an alignment paralleling a railroad right-of-way (ROW). The Preferred Alternative alignment follows the “Q” Corridor until it reaches the former National City. At this point, Line D turns east, proceeding along the northern edge of the former National Stockyards, crossing existing IL-3 and the proposed Interstate Route 64 (I-64) and Interstate 70 (I-70) corridors, and skirting the eastern edge of Brooklyn. The alignment rejoins the northern end of Line C at the southeast corporate limits of Venice, through the City. The alignment through the City of Venice corresponds to Line C7, the alignment preferred by the City.

Based upon concerns raised at the Public Hearing, IDOT is working with the City of Venice’s elected officials to identify a second access point for the neighborhood bounded by IL-3 to the north and east, the Norfolk Southern rail line to the west, and Ashbrook Street to the south (see Section 1.2.3). This will provide access for emergency vehicles into the community or access to residents to locations north of Venice or east of IL-3 should the intersection at IL-3, Broadway, and 2nd Street become blocked.

The Preferred Alternative will have at-grade railroad crossings with three low-volume siding tracks between the MacArthur Bridge and north of Trendley Avenue. It will require the construction of seven grade separations for highways and/or railroads. The grade separations will be at the following locations: the north railroad approach to the MacArthur Bridge, MetroLink and River Park Drive, “Q” Corridor, at relocated Cahokia Canal, at a relocated NS railroad track east of Brooklyn, N&W/UP/TRRA railroad tracks east of Brooklyn, and the TRRA fly-over track in Venice. Existing grade separations will be utilized at the following locations: the east railroad approach and the closed roadway approach to the MacArthur Bridge, the Poplar Street Bridge approaches, the closed roadway approach to the MacArthur Bridge, the approach to the Martin Luther King Bridge, and the Venice subway. As part of the proposed New Mississippi River Bridge (NMRB) project, two additional grade separations will be constructed over the preferred alignment.

Intersections will be provided at the following locations: Trendley Avenue, River Park Drive, Missouri Avenue, existing IL-3 and Exchange Avenue in the former National City, Eagle Park Drive, an extension of Kerr Street in Venice, and Broadway and Second Streets in

Venice. Additional points of access may be provided in the future for development that may occur.

The alignment of existing IL-3 at the south end access to Poplar Street Bridge ramps will be shifted slightly, and the existing intersections at the McKinley Bridge approach and Broadway will be reconstructed. An abandoned rail approach to the McKinley Bridge will be partially removed.

As part of the proposed NMRB implementation, the Cahokia Canal will be relocated. Line D of the proposed project includes a bridge over the relocated Canal.

The Preferred Alternative will provide access to and from Illinois via the proposed NMRB north of the St. Louis Central Business District, as well as via the existing McKinley, Poplar Street, and renovated Eads bridges.

2.2 Reasons for Selecting the Preferred Alternative

Of all of the alignment alternatives considered, the Preferred Alternative was the only alternative that fully satisfied the project's purpose and need, and had the ability to interchange with the proposed New Mississippi River Bridge. Table 2-1 provides a comparison of the five alternatives that had been considered.

2.3 Wetlands – Finding of No Practicable Alternative

Presidential Executive Order 11990, "Protection of Wetlands", issued May 24, 1977, directs federal agencies "...to avoid to the extent possible the long-and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative...." The following sets forth the basis for this finding for the IL-3 project.

2.3.1 Impacts

Preferred Alternative

Project impacts to wetlands were evaluated for direct and indirect losses, cumulative impacts within the watershed, as well as anticipated changes in overall functional values. As discussed in Section 1.2.7, page 1-7, a final determination of wetland impacts can not be made until completion of final design. This has been necessitated by the need to redesign the road's drainage, including the retention basins shown in the original preliminary design. Several of the detention basins were to be located within wetlands and would have impacted those wetlands.

As a result of the removal of the detention basins, the total area of wetland impacts is less than the 8.47 hectares (ha) (21.11 acres [ac]) identified in the DEIS. The 8.47 ha (21.11 ac) of wetland impacts represents the probable maximum wetland impact for the Preferred Alternative. Table 2-2 summarizes the wetland impacts identified in the DEIS. Table 2-3 summarizes the wetland mitigation requirements for the identified impacts. As noted in the tables, those sites in bold type are sites that were impacted in whole or in part by the retention basins. The project will no longer impact these wetlands or impact them to a lesser degree. A final determination of wetland impacts will be made after final design.

Table 2-1. Comparison of Highway Build Alignments (DEIS Table 3.1)

Effect	Front Street	Line A	Line B	Line C	Line D (Preferred Alternative)
Relationship to Purpose & Need					
Improves Roadway Deficiencies & Safety	Yes	Yes	Yes	Yes	Yes
Improves Capacity	Yes	Yes	Yes	Yes	Yes
Connects to Eads bridge	No	No	Yes	Yes	Yes
Connects to the proposed New Mississippi River Bridge	No	No	No	No	Yes
Requires relocation of Eads bridge and MetroLink piers	Yes	No	No	No	No
Requires relocation of McKinley Street Bridge approach	Yes	Yes	Yes	No	No
Improves local riverfront access	Best	Yes	Yes	Yes	Yes
Improves regional access to the riverfront	No	Yes	Yes	Yes	Best
Provides adequate access to former JNEM	Yes	Yes	Yes	Yes	Yes
Improves riverfront development opportunities	No	No	Yes	Yes	Yes
Enhances economic development opportunities for former national city	No	No	No	No	Yes
Enhances economic development opportunities for Brooklyn	No	No	No	Yes	Yes
Enhances economic development opportunities for Venice	No	No	No	Yes	Yes
Connects former national city, Brooklyn, & Venice	No	No	No	Connects 2	Connects all
Improves access to MetroLink transit ²	Impacts	Yes	Yes	Yes	Yes
Improves rail/truck access	Low	Moderate	Moderate	Moderate	High
Displacements					
Residential	6	5	4	24	22
Commercial	2	2	2	5	4
Community facilities ³	0	0	0	1	1
Business Operational Disruptions⁴					
Ameren UE	Yes	Yes	Yes	No	No
Illinois American Water Co.	Yes	Yes	Yes	No	No
Fuel tanks	No	Yes	No	No	No
Chrysler yard	No	No	No	Yes	No
Casino queen	Yes	Yes	No	No	No
Planned or Anticipated Development Disruptions⁵					
Former JNEM properties	Yes	Yes	No	No	No
TRRA Intermodal facility	No	Yes	Yes	No	No
Golf course	No	Yes	No	No	No

Effect	Front Street	Line A	Line B	Line C	Line D (Preferred Alternative)
Ameren UE facility expansion	Yes	Yes	Yes	No	No
General Information					
Affects community cohesion	No	No	No	Yes	Yes
Community access	Limited	Limited	Limited	Adequate	Best
Crosses special waste sites ⁶	Yes	Yes	Yes	Yes	Yes
Wetland Impacts ⁷ ha (ac)	7.03 (17.37)	7.33 (18.12)	6.78 (16.77)	10.97 (27.11)	8.47 (21.11)
Federally protected species ⁸	None	None	None	None	Decurrent false aster

¹ Based in part on data from Section 3, Alternatives and Pre – 1995 data analysis of Front Street, Line A, Line B and Line C alternatives. Bold type indicates the alternative(s) that have the most positive (or least negative) impact for the specific criterion or feature.

² Front Street would require realignment of MetroLink and the Eads Bridge Pier, possibly shutting MetroLink down for a period of time. Upon completion of construction, Front Street would not provide improved MetroLink access for local residents.

³ Includes schools, churches, and recreational facilities

⁴ Based on whether an alignment splits a property thus impeding operations or planned expansions.

⁵ Based on whether an alignment affects planned development proposals.

⁶ All of the alignments considered for this project would cross several moderate to high risk Special Waste Sites.

⁷ Based on pre – 1995 wetland analysis for Front Street, Line A, Line B and Line C alignments. Assumes same amount of retention basin impacts for all alignments as for Line D.

⁸ Early studies on Front Street, Line A, Line B, and Line C concluded that there was no suitable habitat within the project area for federally listed threatened or endangered species. Subsequent field studies along Line D identified populations within the corridor for both this project and the proposed NMRB. A September 7, 2000, biological opinion from the USFWS concluded the project, due to proposed wetland mitigation, would not likely jeopardize the continued existence of the species.

Table 2-2. Wetlands Impacted by the Proposed Project (modified from DEIS Table 4.3)¹.

Wetland (Keyed to Exhibit 7)	NWI Classification	Plant Community	Wetland Size ²		Area Impacted ²		Function Lost
			Hectares	Acres	Hectares	Acres	
21/23³	PEMC/PUBFxPSS1C	Pond / Marsh	2.60	6.50	1.68	4.15	Flood Storage, Wildlife Habitat
29	PSS1/PEMC	Wet Shrubland	2.00	4.90	0.90	2.20	Flood Storage
34	PUBGx	Pond	1.70	4.30	0.28	0.70	Flood Storage, Wildlife Habitat, Loss of Foraging Habitat, Black Crowned Night Heron, Little Blue Heron
41	PEMC	Wet Meadow	1.50	3.60	0.53	1.31	Flood Storage, Wildlife Habitat
1C	PEMC	Wet Meadow	0.10	0.25	0.10	0.25	Flood Storage
2C	PEMC (FW) ⁴	Farmed Wetland	0.60	1.50	0.08	0.20	Flood Storage, Wildlife Habitat
5C	ND ⁵	Wet Meadow	0.50	1.25	0.50	1.25	Flood Storage, Wildlife Habitat, Decurrent False Aster
6C	PEMC	Wet Shrubland	0.80	2.00	0.08	0.20	Flood Storage, Wildlife Habitat, Decurrent False Aster
7C	ND ⁵	Wet Shrubland	1.40	3.40	0.30	0.75	Flood Storage, Wildlife Habitat
10C	PEMCx	Pond	0.80	2.00	0.77	1.91	Flood Storage, Wildlife Habitat
11C	PUBGx	Wet Meadow	0.90	2.30	0.23	0.56	Flood Storage, Wildlife Habit
14C	PEMCx	Wet Meadow	0.40	1.00	0.40	1.00	Flood Storage, Wildlife Habitat
15C	PUBGx	Wet Meadow	0.30	0.80	0.30	0.75	Flood Storage, Wildlife Habitat
16C	PUBGx	Wet Meadow	0.20	0.50	0.20	0.50	Flood Storage, Wildlife Habitat
17C	PEMA	Wet Meadow	0.04	0.10	0.04	0.10	Flood Storage, Wildlife Habitat
19C	PEMA	Wet Meadow	0.20	0.50	0.20	0.50	Flood Storage, Wildlife Habitat
20C	PEMC/PSS1C	Pond	0.30	0.75	0.30	0.75	Flood Storage
21C	PUBGx	Pond	2.50	6.20	0.94	2.33	Wildlife Habitat
22C	PEMC	Wet Shrubland	0.04	0.10	0.04	0.10	Flood Storage, Wildlife Habitat
Wetland Site X	FW⁴	Forested Wetland	0.60	1.60	0.60	1.60	Wildlife Habitat
Total			17.48	43.55	8.47	21.11	

¹Wetlands 21/23, 29, 34, 19C, 20C, 21C, and Site X, highlighted with bold text, are wetlands that were identified in the DEIS as being impacted in total or in part by retention basins. The removal of these retention basins have resulted in no impacts or reduced impacts to these wetlands. A final determination of total wetland impacts will be made after final design.

²Rounded to nearest 0.05

³21/23 are counted as co-located sites

⁴Farmed wetland as identified by the NRCS

⁵Not depicted on NWI maps.

Table 2-3. Application of wetland mitigation ratios to impacted wetlands for Illinois Route 3 (modified from DEIS Table 4.4).

Wetland Site	Wetland Type	Hectares (Acres) ¹ Impacted	Off-Site Replacement	
			Ratio Applied	Replacement Hectares (Acres) ²
21/23⁵	PEMC/PUBFx/PSS1C	01.68 (4.15)	2.0	3.36 (8.30)
29	PSS1/PEMC	0.90 (2.20)	4.0	3.60 (8.80)
34	PUBGx	0.28 (0.70)	4.0	1.12 (2.78)
41	PEMC	0.53 (1.31)	4.0	2.12 (5.23)
1C	PEMC	0.10 (0.25)	2.0	0.20 (0.55)
2C	PEMC (FW ³)	0.08 (0.20)	2.0	0.16 (0.40)
5C	ND ⁴	0.50 (1.25)	5.5	2.78 (6.87)
6C	PEMC	0.08 (0.20)	5.5	0.45 (1.10)
7C	ND ⁴	0.30 (0.75)	4.0	1.20 (2.95)
10C	PEMCx	0.77 (1.91)	4.0	3.08 (7.61)
11C	PUBGx	0.23 (0.56)	4.0	0.92 (2.27)
14C	PEMCx	0.40 (1.00)	4.0	1.62 (4.00)
15C	PUBGx	0.30 (0.75)	4.0	1.20 (2.95)
16C	PUBGx	0.20 (0.50)	4.0	0.80 (2.00)
17C	PEMA	0.04 (0.10)	2.0	0.08 (0.20)
19C	PEMA	0.20 (0.50)	4.0	0.80 (2.00)
20C	PEMC/PSS1C	0.30 (0.75)	4.0	1.20 (2.95)
21C	PUBGx	0.94 (2.33)	4.0	3.76 (9.29)
22C	PEMC	0.04 (0.10)	2.0	0.08 (0.20)
X	FW³	0.60 (1.60)	4.0	2.40 (5.90)
Totals		8.47 (21.11)		30.93 (76.35)

¹Wetlands 21/23, 29, 34, 19C, 20C, 21C, and Site X, highlighted with bold text, are wetlands that were identified in the DEIS as being impacted in total or in part by retention basins. The removal of these retention basins have resulted in no impacts or reduced impacts to these wetlands. A final determination of total wetland impacts will be made after final design.

²Rounded to nearest 0.05

³FW=Farmed Wetland as identified by the NRCS

⁴ND = Not Depicted on NWI Maps

⁵21/23 is counted as co-located sites.

No Action Alternative

The No-Action Alternative would maintain the existing IL-3 route and would require only routine maintenance and selective highway improvements. These improvements could include intersection improvements, signalization of intersections, shoulder widening, or bridge rehabilitation or replacement. The No-Action Alternative would generally require no wetland loss. The No-Action Alternative would not meet the purpose and need for the project.

Other Build Alternatives

All of the alternatives had relatively similar levels of wetland impacts. Table 2-1, which summarizes the impacts for all of the alternatives, shows area of wetland impacts for each alternative. These range from 10.97 ha (27.11 ac) for Alternative C to 7.03 ha (17.37 ac) for Alternative A. At the September 30, 1997, NEPA/404 Merger meeting, the agencies concurred that Alternative D, the Preferred Alternative, was the only alternative that met the project's purpose and need and would be the only alternative carried forward into the DEIS for detailed analysis (see Section 5.4 and Appendix B of the DEIS).

2.3.2 Avoidance

The selection of the Preferred Alternative for the IL-3 is a result of an extensive evaluation process that began with a review of baseline data and project objectives, continued with the development and refinement of alternatives, and concluded with the identification of a Preferred Alternative that met the project purpose and need and minimized impacts to all resources. [Exhibit 7](#) illustrates the location of wetlands in relation to the Preferred Alternative.

2.3.3 Minimization

During the development of the Preferred Alternative (the only alternative carried into preliminary design) efforts focused on minimizing impacts to project area wetlands. Based on early field studies, National Wetland Inventory maps, and soils information the alignment was drawn to avoid wetland encroachments and indirect impacts to the extent possible while providing a practical balance with other impact categories. Where wetland involvement could not be avoided, the Preferred Alternative was further refined by shifting horizontal alignments to reduce wetland losses. Through the final design process additional opportunities to minimize wetland impacts will be sought.

2.3.4 Wetland Mitigation

NEPA/404 Merger Meeting

The NEPA/404 merger process was established by the Federal Highway Administration, the U. S. Army Corps of Engineers, the U. S. Environmental Protection Agency, the Illinois Department of Natural Resources, and other state and federal agencies to expedite the NEPA process and the 404 permitting process. There are three consensus points in the Illinois process; Purpose and Need, Alternatives, and Preferred Alternative. Consensus must be reached at each of these points before a project can move on to the next stage of development.

At the March 22, 2001 meeting, the agencies reached consensus on the last point, the Preferred Alternative. At this meeting, the changes in wetland impacts were discussed and there was consensus that the conceptual wetland mitigation plan, as previously proposed, was still valid. Appendix D of this document contains the minutes from the March 22, 2001 meeting.

Wetland Mitigation Site

As presented at the September, 1997 meeting, a wetland compensation site has been identified for Line D approximately 9.65 Km (6 mi.) east of the study corridor. It is near the intersection of Horseshoe Lake Road (State Aid Route 35) and I-255 ([Exhibits 18](#) and [19](#)). This mitigation site will require the use of the off-site mitigation ratios (Table 4.4). The mitigation for the loss of 8.47 ha (21.11 ac) of wetlands requires 30.93 ha (76.35 ac) of replacement wetlands. A preliminary wetland compensation plan was presented in the Wetland Technical Report and circulated to the federal and state natural resource and regulatory agencies. The conceptual compensation plan is presented in Appendix C.

The proposed wetland mitigation site has physical characteristics that would promote the establishment of a restored wetland. However, at the time the DEIS was prepared, it is inadequate in size (25.5 ha [63 ac]) to compensate for all the losses of wetlands (30.93 ha [76.35 ac]) associated with implementing Alternative D. Other potential wetland mitigation sites were and are being pursued by the IDOT District 8 (Collinsville, IL) and the Central Office (Springfield, IL) staff. As described in the DEIS, several other areas within Madison and St. Clair Counties would provide suitable habitat for wetland mitigation.

With removal of the retention basins and the associated reduction in wetland impacts, there is currently adequate area to mitigate the impacts of the project at the proposed wetland mitigation site. Should the final design result in a short-fall in mitigation, the mitigation needs will be met at one of the other sites under consideration by IDOT. IDOT is committed to mitigating all wetland impacts, at the agreed upon mitigation ratios.

2.3.5 Finding

Based on the above considerations, it is determined that there are no practicable alternatives to the proposed construction in wetlands, and that the proposed action includes all practicable measures to minimize harm to these resources.

2.4 Floodplains – Only Practicable Alternative Finding

On May 24, 1977, Executive Order 11988 (Federal Register, 1977) was issued to avoid, to the extent possible, the long and short-term adverse impacts associated with the occupancy and modification of floodplain development wherever there is a practicable alternative. In compliance with this Order federal agencies are to evaluate the potential effects of any actions which take place in a floodplain and provide for public review of plans or proposals. The Federal Highway Administration implemented the provisions of the Executive Order under 23 CFR Part 650.

The study corridor is located within the former Mississippi River Floodplain, known as American Bottoms. Because of flood control levees constructed along the Mississippi River, the American Bottoms area is generally not within areas of 100-year flooding. Periodic flooding still occurs as a result of poor interior drainage and poorly maintained drainage

channels. Floodplains identified in the study corridor are the result of interior flooding and excessive ponding during heavy rainfall. However, the Illinois Department of Natural Resources Office of Water Resources does not consider these regulatory floodways, because there is no watercourse (stream, creek, or river) associated with them. The floodplains in the study corridor are identified on the St. Clair and Madison Counties, Illinois Flood Insurance Maps, and are based on studies performed between 1978 and 1982 ([Exhibit 9](#)).

Because the American Bottoms is a former floodplain and has areas of poor drainage, all of the alternatives considered for this project-crossed areas designated as being within the 100-year floodplain. Line D will transversely encroach eight FEMA designated floodplain sites and longitudinally encroach on one site. Line D will encroach on approximately 344 meters (1,130 ft.) of floodplains where flooding can occur to depths between 0.3 to 1.0 meter (1.0ft. to 3.0 ft). Approximately 1,709,785 cubic meters (2,236,399 cubic yards) of fill material will be deposited into these floodplains by the proposed project. Because it will include retention basins for storage of excess runoff generated by the road, implementation of Line D will not result in increased ponding of stormwater or flooding. Line D will be built above FEMA designated flood elevations where it crosses interior floodplains.

Line D will encroach transversely within the levee walls of the relocated Cahokia Canal by way of a bridge. The bridge will span 48.8 m (160 ft) across the canal and will require the construction of two bridge support piers within the waters of the canal. As a result of this encroachment, an Illinois Department of Natural Resources, Office of Water Resources, "FORMAL PERMIT 3700.70 PART A" and a USACE Section 404 permit will be required. The Cahokia Canal will be relocated because of the proposed NMRB, said relocation not being a part of implementation of the proposed Line D. The proposed project, including the relocation of the Cahokia Canal, is not associated with the East St. Louis Flood Protection Project.

Combined with the proposed NMRB, the proposed project will result in the placement of a substantial volume of fill into the existing floodplain. Modifications to existing drainage channels resulting from implementation of Line D will have minimal effect on their capacity to carry floodwater. The increased fill will not result in increased ponding or flooding. The relocation of the Cahokia Canal will limit adverse impacts on natural floodplain values and will not increase flooding risks or the potential for damage to the natural and manmade environment. Implementation of Line D will not increase the potential for interruption or termination of emergency service or emergency evacuation routes because of flooding. The conversion of 9.05 ha (22.36 ac) of wetland will diminish the flood storage capability of the study corridor. However, this is a very small amount of the total storage available. Consequently, there will be no substantive impacts to floodplains, the capacity for the floodplains to carry water or the benefit the floodplains provide to the natural environment.

Based upon the studies conducted, it has been determined that the Preferred Alternative will result in floodplain encroachment, but is the only practicable alternative. The limits of the Illinois regulatory floodway for the Cahokia Canal will be determined during project design. This will ensure conformity with applicable state and local floodplain standards.

2.5 Mitigative Commitments

The IDOT commits to the following mitigative actions:

- Wetland Loss: IDOT will compensate for the unavoidable loss of wetlands as a result of implementing Line D. Wetland compensation will be in compliance with IDOT's Wetland Action Plan, as well as any general and special conditions of the Section 404 Permit.
- In the vicinity of existing wetlands, erosion control fencing will be placed at the edge of the construction limits. Construction activities will of fill, grading, compaction, and equipment movement will be restricted to areas outside of the protective fencing.
- Decurrent false aster: A replacement program for colonies of this Federally and State threatened species will be developed by IDOT, in accordance with the *Boltonia decurrens* Recovery Plan developed by the USFWS, the USACE and IDNR.
- Indiana bat: For protection of the federally endangered Indiana bat, no trees will be felled between May 1 and August 31.
- Forest Loss: The loss of 0.2 ha (0.4 ac) of upland forest and 3.5 ha (8.6 ac) of flood plain forest will be replaced within the right-of-way where possible, or at an approved site. Tree replacement will be consistent with highway safety. IDOT's current policy is to replace trees taken during construction of the project at either a 1 to 1 ratio of lost trees with container grown or balled and burlap saplings, or a 3 to 1 ratio of lost trees with seedlings. Native species are used as available.
- Erosion and Sediment Control: Erosion and sedimentation control measures will be included in the construction documents to minimize the possibility of impacts to surface water quality. The IDOT Erosion and Sediment Control Policy (Construction Memorandum 98-60/BDE Procedure Memorandum 98-32 dated September 15, 1998) will be followed. This includes compliance with the Corps of Engineers permit, Section 401 Water Quality requirements and the NPDES Construction permit."
- Groundwater: Any abandoned wells located within the right-of-way of Line D will be sealed in accordance with the Illinois Department of Public Health.
- Cultural Resources: Coordination with the Illinois State Historic Preservation Officer will occur to mitigate potential impacts to any previously unidentified archaeological sites that may be located during construction of Line D.
- Alternative access will be provided to the City of Venice via on of three alternatives.
- Displacements: Relocation assistance and payment will be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act for residential and business displacements. Consideration will be given to the purchase of residences adjacent to IL-3 on the east side of 3rd Street, and to others who will be adjacent to the new IL-3 corridor in Venice. In addition, consideration will be given for early by-out of a business in Venice.
- Construction Noise: Specifications for mitigating construction noise identified in the IDOT Standard Specifications for Road and Bridge Construction will be followed, as appropriate.

2.6 Required Permits

Table 2-4 lists the federal and state permits that will be required for the project.

Table 2-4. State and federal permits required for construction of the project.

Permit	Regulation	Agency
Section 404	Section 404, Clean Water Act	U. S. Army Corps of Engineers
Construction Permit for constructing in public bodies of water and floodways	Illinois Rivers, Lakes, and Streams Act	Illinois Department of Natural Resources (joint permit application with 404 permit)
Section 401 Water Quality Certification	Section 401, Clean Water Act	Illinois Environmental Protection Agency
NPDES	National Pollutant Discharge Elimination System	Illinois Environmental Protection Agency

3.0 COMMENTS ON THE DEIS

3.1 Public Hearing

A Public Officials meeting and two Public Hearings were held for the project. The availability of Draft Environmental Impact Statement (DEIS) and the schedule for the Public Hearings was advertised in the February 2, 2001 Federal Register and a Public Notice was placed in the following newspapers:

- Belleville New Democrat,
- United Press International,
- Cahokia Depot Journal,
- Cahokia Depot Herald,
- Collinsville Herald,
- Collinsville Journal,
- Edwardsville Intelliger,
- Granite City Press Record,
- Journal Newspapers of Southern Illinois,
- Monitor Newspaper, St. Louis Post Dispatch

Public Announcements were also distributed to the following radio and television stations:

- KATZ (radio),
- KFUE (radio),
- KMOX (radio),
- KDNL (TV-Ch. 5),
- KMOV (TV-Ch. 4),
- KPLR (TV),
- KSDK (TV),
- KTVI (TV)

The IDOT also placed messages regarding the public hearing on variable message boards.

The Public Officials meeting was held in one of the ball rooms at the Casino Queen's Crown Hotel from 10:00 am to 11:00 am, February 21, 2001. Attending this meeting were four public officials, three representatives from the press, six people representing IDOT (including consultants for this project and the proposed New Mississippi River Bridge project), and one person representing Jerry Costello. **Error! Reference source not found.** in Appendix A provides a list of the persons who signed in at this meeting.

The first Public Hearing was held in the same room at the Crown Hotel, from 3:00 pm to 8:00 pm, February 21, 2001. One hundred nine people, not including representatives from the Federal Highway Administration (FHWA), Illinois Department of Transportation (IDOT), and the project engineering firm Parsons Brinckerhoff (PB), registered their attendance at the meeting. **Error! Reference source not found.** in Appendix A provides a list of the attendees who signed in at this meeting.

The second meeting was held in Venice, Illinois, at the Lee Park District Building. The hearing was held between 3:00 pm and 8:00 pm, February 22, 2001. One hundred forty-two people, in addition to representatives from FHWA, IDOT, and PB, registered their attendance. **Error! Reference source not found.** in Appendix A provides a list of the attendees who signed in at this meeting.

Persons wishing to comment on the project could provide written or oral comments at the public hearing or submit written comments to IDOT. Comments were received through May 2, 2001.

3.2 Comments Received

A total of 35 comments were received from the public and federal and state agencies. Table 3-1 summarizes the public comment received at the Public Hearing and submitted after the Hearing.

Because of the extensive coordination and Illinois' NEPA/404 merger process, the state and federal agencies commenting on the project were in concurrence with the selected alternative.

The majority of comments from the public and local officials were concerned with access and safety issues associated with the alignment through Venice. These concerns are being addressed by IDOT through their assessment of extending a road from the west side of IL-3 connecting with Klein Street on the east side of the route.

Other concerns included:

- early acquisition of property,
- access into and from Brooklyn,
- loss of economic development funds,
- redesign of the alignment between Eads and Poplar Street Bridges to facilitate development of the area,
- impacts to specific parcels, and
- requests for information.

Table 3-1. Summary of comments.

Name	Affiliation	Comment Date	Comment	Response	Where Addressed in FEIS
Fredrick Hess	Lewis, Rice, & Fingersh	2/21/01	Verbal request for a copy of the legal description of the highway corridor.	Letter dated 4/9/01 transmitting copies of aerial photos with proposed alignment.	Not addressed in FEIS.
Kate Marcioro	Institute for Urban Research, Southern Illinois University	2/21/01	Telephone request for brochure from Public Hearing and map of the Venice area.	Copies provided 2/28/01.	Not addressed in FEIS.
Brian Nelson	Engineers, Village of Sauget	2/21/01	Requested copies of design plans.	Copies provided 2/27/01.	Not addressed in FEIS.
Kathleen O'Keefe	Neighborhood Law Office	Verbal request at Public Hearing 2/21/01	Verbal request of copy of DEIS.	Copy provided 2/28/01.	Not addressed in FEIS.
Jonathan Snyder	St. Louis, MO	2/21/01	Opposition to the location of the alignment between the Eads and Poplar Street bridges. Impacts development. Would prefer moving alignment and tracks to parallel I-64.	Letter dated 5/17/01.	Section 1.2.6, page 1-6 addresses the alignment between the two bridges.
Anne Walker	Citizen, East St. Louis	2/21/01	Question concerning whether economic development funds are tied to being on a designated highway (e.g., The Great River Road). How would putting IL-3 on a new alignment affect economic development funding?	Letters dated 2/28/01 & 4/4/01.	Section 1.2.5, page 1-5.
Glen Brant	Citizen, O'Fallon	2/22/01	Likes the proposed project. Interested in keeping traffic south of the City of St. Louis.	Letter dated 2/28/01.	Not addressed in FEIS.
Nellie Burley	Citizen, Lovejoy	2/22/01	Phone request for a map of the project.	Letter dated 3/12/01.	Not addressed in FEIS.

Name	Affiliation	Comment Date	Comment	Response	Where Addressed in FEIS
Joe & Marilyn Darden	Citizen, Venice	2/22/01	Purchasing property in the project corridor	Letter dated 2/28/01.	Not addressed in FEIS.
Cathy DeBruce	Business Owner, Venice	2/22/01	Request for a Hardship Advanced Acquisition.	Letter dated 4/17/01 indicated that her request had been forwarded to IDOT Land Acquisition Department.	Section 1.2.4, page Error! Bookmark not defined..
Henry Fletcher	Alderman, City of Venice	2/22/01	Map of Preferred Alternative.	Aerial map provided 2/27/01.	Not addressed in FEIS.
Lawrence Gavor	Citizen, Venice	2/22/01		Letter dated 3/12/01	
Ruby Johnson	Alderwoman, Venice	2/22/01	Opposed to only one off-ramp at Kerr Street.	Letter dated 4/17/01.	Access to Venice will be at Kerr Street and 2 nd and Broadway. Section 1.2.1, page 1-4, addresses related issues.
Donald Laddy	Citizen, Brooklyn	2/22/01	More than two outlets are needed in Brooklyn.	Letter dated 5/17/01.	Section 1.2.6, page 1-6
Patricia Melton	Brooklyn School District	2/22/01	Need signing for the Village of Brooklyn and the Brooklyn School District	Letter dated 2/28/01.	Section 1.2.3, page 1-4
Fred Miller	Citizen, Venice	2/22/01	Old IL-3 should be tied into new IL-3 for two reasons: 1) decreased access & increased travel time by emergency equipment to Brooklyn; 2) will put the local gasoline station out of business.	Letter dated 5/17/01.	Section 1.2.3, pages 1-4 and Error! Bookmark not defined. address access to the neighborhood and the issue of maintaining access on old IL-3 across the new road.

Name	Affiliation	Comment Date	Comment	Response	Where Addressed in FEIS
Milton Morris	Citizen, Venice	2/22/01	Interested in an alternative that would parallel the levee. Also expressed concern over the condition of the McKinley Bridge.	Letter dated 2/28/01.	The alternatives were discussed in detail in the DEIS. The McKinley Bridge is not part of the scope of this project. See IDOT response in Appendix B.
Elizabeth Riley	Citizen, Brooklyn	2/22/01	Questions: Will Brooklyn be taxed for the project? Will it cause more traffic to come into town?	Letter dated 5/17/01.	Section 1.2.5, pages 1-5 & Section 1.2.6, page 1-6.
George Rivers, Jr.	Citizen, Venice	2/22/01	Desire to be relocated because of intersection at 2 nd Street.	Letter dated 5/17/01.	Section 1.2.4, page Error! Bookmark not defined. addresses relocations.
Mary Donna Shaffner	Venice Lincoln Technical Center	2/22/01	Concerned about access to the Technical Center, access to public transportation that currently services the Center, and the safety of the children who use the bus service.	Letter dated 3/9/01.	Section 1.2.3, page 1-4
Michael Terrell	Citizen, Venice	2/22/01	Access to Venice neighborhoods.	Letter dated 3/1/01.	Section 1.2.3, page 1-4.
Unknown	Citizen, Brooklyn	2/22/01	Recommend not bypassing Brooklyn. It would make Brooklyn a dead town.	Letter dated 5/17/01.	Section 1.2.6, page 1-6 addresses access issues into Brooklyn.
Avery Ware	Citizen, Madison	2/22/01	Requested map of the relocations in the Venice area.	Map provided 2/26/01.	Not addressed in FEIS.
Phillip White, Sr.	Citizen, Venice	2/22/01	Residents living on 2 nd and 3 rd Streets near the new IL-3 alignment should be bought out. The road will cut off access.	Letter dated 4/17/01.	Section 1.2.3, page Error! Bookmark not defined..
Kathy Klump	Neighborhood Technical Assistance Program	Telephone request 2/26/01	Requested two copies of the DEIS.	Copies provided 2/26/01	Not addressed in FEIS.

Name	Affiliation	Comment Date	Comment	Response	Where Addressed in FEIS
Tyrone Echols	Mayor, Venice	3/2/01	Need an additional access route, preferable near Hampden or Granville. Old IL-3 should remain open and accessible. The few remaining houses on the east side of 3 rd Street should be purchased.	Letter dated 4/17/01.	Section 1.2.3, page 1-4 addresses access and page Error! Bookmark not defined. address access to old IL-3. Section 1.2.4, page Error! Bookmark not defined. addresses relocations.
Bernard Killian	Illinois Environmental Protection Agency	3/5/01	No comments or objections to the project. Noted the probable need for a permit to relocate a water main.	No formal response by IDOT.	No response in FEIS necessary.
Darren E. Fulcher	Attorney for James Easterly	3/12/01	No evidence that a Tax Increment Financing district has been established for the Village of Brooklyn.	Copy provided 3/5/01 and letter dated 5/17/01.	Section 1.1, page Error! Bookmark not defined..
Mokhtee Ahmad	Region VII Administrator,	3/15/01	See Appendix B for a copy of FTA's comments	No formal response by IDOT.	1. Section 1.2.1, page 1-2. 2. Section 1.2.6, page 1-6. 3. Section 1.2.7, page Error! Bookmark not defined.. 4. Section 1.2.9, page Error! Bookmark not defined.. 5. Section 1.2.2, page 1-3. 6. Section 2.1, page 2-1. 7. Section 1.2.7, page Error! Bookmark not defined.. 8. Section 2.1, page Error! Bookmark not defined.. 9. Section Error! Reference source not found. , page Error! Bookmark not defined..

Name	Affiliation	Comment Date	Comment	Response	Where Addressed in FEIS
Steve Harner	Illinois Department of Natural Resources	3/28/01	Concurred with the selected alternative. No adverse impact to the decurrens false aster. Concurred with wetland findings and sediment and erosion control measures to protect wetlands.	No formal response by IDOT.	No response in FEIS necessary.
Steve Frank	Illinois Department of Agriculture	4/2/01	No specific comments	No formal response by IDOT.	No response in FEIS necessary.
Kenneth Westlake	U. S. Environmental Protection Agency	4/2/01	Concurred with alternative selected. Requesting an additional 20 acres of wetland mitigation site be identified.	No formal response by IDOT.	Section 1.2.7, page 1-7. Section 2.3.4, page 2-1.
John Ervin	Alderman, City of Venice	4/9/01	Supports project. Does not agree with closing existing roadway access to Venice because of increased emergency response time, the need for residents to have driveway changes, and the need to reroute existing bus service.	IDOT is working directly with the Alderman to resolve these issues.	Section 1.2.3, page 1-4 address access, pages 1-5 address access to IL-3. Section 1.2.4, page 1-5 addresses relocations.
Brian Nelson	P. H. Weis & Assoc.	4/18/01	Impacts to a convenience store located at the corner of IL-3 and Yellow Brick Road.	Draft response 5/4/01.	The specific design considerations suggested by the commenter will be evaluated in the final design phase of the project.
Ken Kelly	Mapquest.com	5/8/01	Telephone request for general information on project and funding status	Letter dated 5/29/01	Not addressed in FEIS.